





MEMOS. FOR TO-MORROW.

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Shipping.  
Daylight. — *Thales* leaves for Swatow, &c.  
**Miscellaneous.**  
Goods *from Japan* undivoreed after this date subject to rent.

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**MEMOS. FOR MONDAY.**  
Shipping.  
Noon. — *Medusa* leaves for Trieste, &c.  
Noon. — *Kriemhild* leaves for H'burg, &c.  
3 p.m. — *Nanzing* leaves for Manila, &c.  
A gummen leaves for Shanghai, &c.  
**Auctions.**  
4 p.m. — Auction of Crown Land at Shau-  
kiwan Bay.

A TELEGRAM was received in Hongkong to-day stating that a collision had taken place in the Yangtze river between the two China Merchants' steamers *Kiangyung* and *Kiangyui*, and that the former had been beached.


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**DIVINE SERVICE FOR SAMOAN.**—On Sunday morning, between 9 and 10.30 o'clock, the steam launch carrying the Bethel flag will call alongside any vessel hoisting cod's pennant C., to convey men ashore to 11 a.m. service at St. Peter's Samoan's Church, returning about 12.30.

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THE writ of *habeas corpus* obtained by Mr. Philippo on behalf of Leung Ko, whose rendition is asked by the Chinese Government, was discharged at the Supreme Court.

BY APPOINTMENT.

  
BY APPOINTMENT  
**A. S. WATSON & COMPANY, LIMITED.**  
ESTABLISHED A.D. 1841.

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**MANUFACTURERS OF  
AERATED WATERS.**

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OUR New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makors.

The purest ingredients only are used, and the utmost care and cleanliness are used in the manufacture throughout.

**LARGE BOMBAY 'SODAS.'**

WE continue to supply large bottles of Aerated, of our *Extricate Charge*, to those of our Customers who prefer to have them to the ordinary size.

**COAST PORT ORDERS.**

Whenever practicable, are despatched by steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is.

his morning with Mr Philippo's consent. The prisoner, it appears, had admitted after arrest that he was a native of China, and consequently the chief reason on which Mr Philippo made the application was removed.

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A STAMPELLE defence was made by a shop-coolie who was charged before Mr Robinson in the Police Court to-day with stealing \$50. It was as follows:—I deny the charge. My master gave me the money to take to a shop in Queen's Road, but I gambled with it instead, at the Im Chow Kok Club, Laecor Row, and lost it. I don't call that stealing.' His Worship said he called it stealing, and to show that he really thought it was, he would make the sentence six months' hard labour and four hours in the stocks in the immediate vicinity of the Im Chow Kok Club.

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ALEXANDER Lælie, private in the 1st A. & S. Highlanders, who is charged with causing the death of a punkah coolie at Wellington Barracks, by kicking him, was brought before Mr Westhouse, on remand, in the Police Court yesterday. Mr Caldwell appeared for the defence. Dr Marques stated that the cause of the coolie's death was hemorrhage resulting from rupture of the heart.

DISPENSARY, HONGKONG,  
And all signed messages addressed thus  
will receive prompt attention.

The following is a List of Waters always  
 kept ready in Stock :—  
 PURE AERATED WATER  
 SODA WATER  
 LEMONADE  
 POTASH WATER  
 SELTZER WATER  
 CITRUS WATER  
 SAKSAPARILLA WATER  
 TONIC WATER  
 GINGER ALE  
 GINGERADE  
 No Credit given for bottles that are dirty,  
 or grubby, or that appear to have been used  
 for any other purpose than that of con-  
 suming Aerated Waters, as such bottles are  
 never used again by us.  
 A. S. WATSON & Co., Ltd.  
 291 Hongkong China, and Manila.

The publication of this issue commenced  
 7.50 p.m.

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*The China Mail.*

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HONGKONG, SATURDAY, AUGUST 16, 1890.

occasioned by a heavy blow or a kick. The deposition made by the coolie was read. He stated that while he was lying on the verandah, a soldier cried to him and he got up, and the soldier then kicked him on the left side. The prisoner was committed for trial at the Criminal Sessions, his defence being reserved.

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THE death of Cardinal Newman, of whose career we give a short sketch in another column, brings to memory the Tractarian movement which once convulsed the religious world of England, and also the widely different results which the agitation of that time had on the minds of the deceased, and his brother Francis William Newman. The former sought rest from the doubts that assailed him within the arms of a Church that claimed infallibility. The latter was driven to renounce Christianity and assume towards it an attitude which he himself defined as 'that of saving all that is spiritual, pure and merciful in Christianity amidst the wreck which conditions

British officers of coasting vessels to improve their position is worthy of encouragement.

British officers of coasting vessels to improve their position is worthy of encouragement. Nothing is now to be obtained without combination and without unity of effort. The improved position of the coasting classes in England is in a large measure due to the Trades Unions, which, in spite of many blunders and regrettable successes have done much good. Great Britain owes its immunity from revolutionary movements mainly to the strength and action of these Unions. But for an association or union to work successfully must have a definite object in view. If the British Mercantile Marine Officers' Association just started in Hongkong means to do any good, it must throw aside clapnet and meaningless rhodomontade and confine its energies within practical limits. Captain Ashton, who addressed the Association on the other evening, made on the whole a practical and sensible speech, counselling moderation and sweet reasonableness. The substitution of an officer on board a ship is a very responsible one, and it is one which, properly fill, requires long training, a good education and considerable intellectual ability. It is pretty generally recognised that the pay of the officers on the coast is not quite proportionate to the responsibility thrown upon them and the services they are called upon to perform. The substitution of steamers for sailing vessels has diminished the demand, and the supply being greater wages have fallen.

are truly genuine men of an eminently religious disposition.

Vessels are again able to go right up to the Tien-tsin bund, instead of stopping at the Nine Forts. The *El Dorado* got up last week and was the first vessel to do so since the middle of March.

Tientsin is not alone in its floods, as Hankow and Kiating have also suffered, for on the 8th inst. the water was flowing over the Hankow bund, and the same occurrence was flooded, the watermen registering 46 feet 8 inches.

There has been a great outcry in Paris recently over the condition of the French navy. "Sectarian" champions have again denounced M. Jules Ferry for having, as they allege, caused many ships to become worn out and useless through his expeditions in the Far East. It is unclear that a very unfavorable impression has been produced, which it will require some time to remove, although a fine fleet is at the present moment engaged in maintaining the peace of the north-west coast of France. One remark is worth noting, particularly to have struck the public mind in that the combined fleets of the Triple Alliance would be more than a match—at least numerically—for the Gallic squadrons.

CHINA.—It is making considerable ravages in the North. The *N.-C. Daily News* of the 15th inst. says:—Death has been busy among the Yellow River people the last two or three days. The *Hsuyi* left here for the North on the 2nd, and her crewmen and Captain Richard Andrew, was taken ill on the way up and by the advice of his brother-in-law, Captain Robert Andrew, was landed at Cheloo. His wife went up to join him on Wednesday morning; but the *Hsuyi* was wrecked, and the Riggs of the China Merchants' Company.

... would naturally be accomplished, but

It would naturally be accomplished, but meantime the officers of the present day and, and they are justified in trying to put forward this readjustment. One of the methods of securing their ends, recommended by Captain Ashton is however not a very serious objection. The British officer is excluded from the ships of almost every foreign nation, and he very naturally considers it an injustice that foreigners should be allowed to serve on British ships by obtaining British certificates. He accordingly asks with no show of reason that Great Britain should treat foreigners, as foreign nations do as Britishers—that in fact British officers ought to be "protected." But Great Britain will never do anything of the sort, and the British Mercantile Officers' Association need not waste its energy agitating for a change. The English have been content by the experience of the last forty years, that the present system is the best.

[illegible]



1 P.M. ....	82
4 P.M. ....	—
(Wet bulb) 9 A.M.	76
Do. 1 P.M.	77
Do. 4 P.M.	—
Maximum ....	82
Minimum over night	77



